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25X1X	1.	Batuaan 0.30 n m a	nd midwight on 9 June	1053 sover	el Pa-2s arantin	arl .
	A-0	Between 9:30 p.m.and midnight on 9 June 1953, several Po-2s practiced local flying at Dresden-Klotzsche airfield. Between 9:30 a.m. and 12:30 p.m. on 10 June, one Po-2 each landed at the field. From 9 a.m. to 11:30 a.m.				
		on 12 June, low level flights were made by several Po-2s. Almost every day from 23 June to 4 July between 9:15 p.m. and 11 p.m., flying was practiced				
•		by Po-2s.	oury beomeen yery per	ig CALADA JELE JUGAN	ള്ള കുക്കുന് <u>ത്</u> ജയവാ ഉത	A CONTRACTOR
05)/45	2.	Drivers training was repeatedly observed during the first half of July, The training was discontinued at 1 a.m. on 17 June and resumed on 22 June.				
25X1B		X110 OZ 00223331 , WOWS C				
25X1X		D. 4	3 77 77 373, 37 - 38		. A., Al. 28.73 (1)	(a.c., a.l., a.c.) 1 ve
	٠, ز	Between 15 June and 11 July, Yak-11s did not return to the field. Occasionally, however, Po-2s were observed aloft. On 25 July, eight green, single-engine,				
		how-wing monoplanes with three-bladed propellers and without only tactical markings were observed in front of the hangar in the northeastern section of the field. The e was no air activity by these planes.				
25X1A		left Dresden-Klotz was only practiced flying was repeate reached an advance single-engine, low-	e Yak-11 trainers of sche airfield in earl by the Soviet traini dly observed indicate a status of training, wing monoplanes obse 3 have not been deter	y June 1953. Ing unit. The s that the 3 The true and cryed at Dres	In the meantime information that ovict pilots have d assignment of	, flying t night e the

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